

## Environmental and Social Data Sheet

### Overview

Project Name: Bergen Airport Norway

Project Number: 2014 0527

Country: Norway

**Project Description:** The project concerns the expansion and upgrade of Bergen-Flesland Airport (Bergen, BGO) in order to cater for future growth in traffic and to improve passenger service standards. The airport, which is the second busiest in Norway, is located 19km south of Bergen city centre, on the west Norwegian coast, and handled 6.2 million passengers in 2014.

The project will provide additional terminal capacity and will improve the level of service offered by the existing facilities which are operating well above capacity and with many of the airport subsystems heavily congested during peak periods. It includes the construction of a new Terminal 3 and its associated airside and landside facilities, including a light rail station that will improve the public transport link between the airport and the city centre.

EIA required: yes

Project included in Carbon Footprint Exercise<sup>1</sup>: no

(details for projects included are provided in section: "EIB Carbon Footprint Exercise")

### Summary of Environmental and Social Assessment, including key issues and overall conclusion and recommendation

Within the EU the project would fall under Annex II of the EIA Directive 2011/92/EC. The current Norwegian EIA legislation from 26 May 2009, which forms part of the Planning and Building Act, incorporates the provisions of both EU Directives.

In Norway, planning in accordance with the Planning and Building Act is based on the technical and political expertise of the local and regional authorities. The Government and the Storting (Norwegian Parliament) define national objectives, while the municipal and county authorities develop overall solutions on the basis of local conditions.

In this sense, project components are included in the Zoning Plan (Detail Plan) with Impact Assessment for Bergen Airport approved by the Bergen City Council on the 19 September 2012.

This Zoning Plan sets the boundaries for all developments of the airport area and assesses the various impacts associated, defines the relevant mitigation and compensation measures and performs a risk and vulnerability analysis.

The developments presented in the Zoning Plan are based in the BGO Master Plan 2012, from October 2011. The Master Plan is an internal document from the airport reviewed every

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<sup>1</sup> Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO<sub>2</sub>e/year absolute (gross) or 20,000 tons CO<sub>2</sub>e/year relative (net) – both increases and savings.

four years which, in the current version, defines the staged expansion of the airport in various horizons up to 2060, emphasising the developments for the first 10 years.

In addition, Avinor had the licence for constructing, operating and owning Bergen Airport renewed on 10<sup>th</sup> May 2013. The licence acknowledges the first development phase of the Master Plan and sets a maximum traffic of 103,000 aircraft movements per year (ATM). The license has to be renewed again either after May 2033 or if the ATMs increase above 25% of the limit.

According to the Norwegian Environmental Agency, no priority habitats areas have been recorded in or near the planning area.

Based on the above considerations, the project is acceptable for EIB financing. The overall residual impacts are considered to be minor and manageable.

## **Environmental and Social Assessment**

### **Environmental Assessment**

The main governing document for the airport development in environmental terms is the Zoning Plan document approved by the Competent Authority in 2012 after a comprehensive impact assessment, including public consultation. This document sets environmental provisions for development and operation of the Project which are also included in the airport's Environmental Programme and the Environmental Follow-up plan.

At country and regional strategic level, general provisions are also included in the National Transport Plan, the county sector plans for Hordaland, county sub-plan for new cargo port, the municipal plan of Bergen and the municipal sector plan for the Light Rail Train. Acts and national policy guidelines are also mentioned.

The impact assessment has revealed negative impacts related to natural environment and biodiversity, cultural heritage and aircraft and road traffic noise.

Construction of the new terminal building involves blasting off a large part of Lilandshaugen hill. The visual impact on the landscape will be mitigated by the large building volumes in front of the cutting. Mitigation measures include a vegetation shield and a terraced slope to dampen the impact of the intervention. Mass balance is achieved through the infilling of Lønningstjern pond and the use of the blasted rock in the construction of noise barriers west side of RWY. There is no evidence of red-listed species or priority habitats in the pond.

The filling of Lønningstjern pond is used as a waterstorage for supplying the small stream with water so that the natural habitat for trout is not threatened. The long term goal is to make it better for trout, and therefore giving the region one small, but well needed improvement for the biological diversity.

In relation to cultural heritage, the project also affects the Lønningen country house estate with buildings and gardens from the 1700s which has already been moved to a nearby park in a manner that maintains the estate's value as a cultural monument.

BGO has a general noise action plan in accordance with the Norwegian Guideline T-1442, the Pollution Regulations and the EU Environmental Noise Directive (2002/49/EC). Avinor has commissioned a comprehensive noise survey of the airport performed by SINTEF, the largest independent research organisation in Scandinavia. The study has identified the areas affected by aircraft noise around the airport based on traffic forecasts. The study shows a significant increase in the extent of noise zones by 2020 and in the number of homes with noise levels above the 42 db threshold (from 28 to 80 houses) that needed to be insulated. A new aircraft approach system will help reduce the noise increase after 2020. Noise maps are reviewed every five years.

The new terminal has been designed as an energy efficient building in terms of supply and sustainability, and targets a reduction of 45% in the nominal energy consumption in comparison to the 2012 consumption in existing facilities. It is 20% lower than the national demands.

According to the plans, the terminus of the Light Rail Transit system will be integrated into the new terminal building promoting a modal shift from private cars to a more sustainable mode of transport. The new terminal has also a much better potential for establishing new bus routes. The increase in public transport share from 26% in 2009 to 40% in 2020 will have a very significant impact in the reduction of emissions from the commuting traffic which are currently over 10 % of the total emissions of the airport.

Additionally, impacts related to water management and emissions and all the remaining environmental aspects are addressed in a comprehensive Follow-up Plan that includes continuous monitoring and trend modelling. Strict environmental requirements are imposed on contractors participating in the Terminal 3 project to prevent any emissions to soil, groundwater or river systems and to ensure that the natural water balance is maintained.

### **Public Consultation and Stakeholder Engagement, where required**

The Zoning Plan proposal was circulated for public review in November 2011 receiving several statements from public and private consultative bodies and comments from neighbours.

The Licence for Bergen Airport Flesland was circulated for consultation in January 2012.

The Master Plan is published in the airport's webpage.

At group level, Avinor has a plan for dialogue with key stakeholders, which is renewed annually. In addition, they have regular but informal contact with various special interest organisations (NGOs). The topics raised include environmental and climate issues, universal design and accessibility at the airports. Customer surveys are also conducted on a regular basis.

### **Other Environmental and Social Aspects**

Environmental Management is an integral part of Avinor's and BGO's broad management systems, which are adapted to international standards such as ISO 9001 and 14001<sup>2</sup>, although not accredited. BGO methodologically applies environmental management tools in order to ensure comprehensive supervision of the environmentally related issues within the airport as well as that of other third parties.

Strict constraints on the airport operations are imposed by the airport's licensing requirements, discharge permits and noise abatement regulations. Audits are performed internally by BGO as well as by the regulatory authorities.

Since 2013, AVINOR is an accredited company under the ACI Europe (Airport Council International Europe) Airport Carbon Accreditation scheme, reaching the "2/Reduction" level and targeting a 40% reduction of CO<sub>2</sub> in the period 2012-2020.

Details of Avinor's airports environmental performance are published in the annual Corporate Social Responsibility (CSR) report.

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<sup>2</sup> The promoter is in the process of implementing the ISO 14001 management model (2015-2016).